

# REPORT OF THE COMMITTEE ON TRANSPORTATION

## Voting Members:

Brandon J.C. Elefante, Chair; Ron Menor, Vice-Chair;  
Ikaika Anderson, Michael Formby, Joey Manahan, Kymberly Marcos Pine

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Committee Meeting Held  
March 19, 2019

Honorable Ann H. Kobayashi  
Interim Council Chair, City Council  
City and County of Honolulu

Madame Chair:

Your Committee on Transportation, which considered Resolution 18-152 entitled:

"URGING THE CITY ADMINISTRATION, THROUGH THE DEPARTMENT OF TRANSPORTATION SERVICES AND THE HONOLULU POLICE DEPARTMENT, TO IMPLEMENT A TRANSPORTATION SAFETY EDUCATION OUTREACH PROGRAM AND MEDIA CAMPAIGN ADDRESSING ISSUES AND CONFLICTS AMONG MOTORISTS, BICYCLISTS, PEDESTRIANS, MOPED OPERATORS, AND USERS OF GROWING MOBILITY MARKETPLACE OPTIONS SUCH AS SCOOTERS AND ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES,"

introduced on July 17, 2018, reports as follows:

The purpose of Resolution 18-152 is to urge the City Administration to implement a transportation safety education outreach program and media campaign addressing issues and conflicts among motorists, bicyclists, pedestrians, moped operators, and users of growing mobility marketplace options, such as scooters and electric personal assistive mobility devices.

Your Committee on Transportation, at its meeting on September 20, 2018, approved a CD1 version of the Resolution, then deferred the measure.

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**CITY COUNCIL**  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

ADOPTED ON

**APR 17 2019**

COMMITTEE REPORT NO.

**71**

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Jon Nouchi, the Deputy Director of the Department of Transportation Services, testified in support of the Resolution 18-152, CD1, stating that the Department is currently moving forward with many pedestrian safety efforts, but those efforts can be expanded to look at the safety of everyone on the City's roads and how all of the users relate to each other.

Your Committee received testimony in support of the Resolution from one individual.

The Chair of the Transportation Committee noted that the posted proposed CD1 incorporated the amendments made in the previous CD1 approved by the Committee on Transportation on September 20, 2018, in addition to adding two additional changes: 1) it updates the fatality information provided in the ninth WHEREAS clause and 2) changes the due date for the Administration's report from November 20, 2018 to "no later than six months after the date of adoption of this resolution."

Your Committee considered and approved the posted proposed CD1 version, which does the following:

- A. Amends the title of the Resolution to add at its end "AND PROVIDE POLICY RECOMMENDATIONS."
- B. Adds a ninth WHEREAS clause to read as follows:

WHEREAS, according to Hawaii State Department of Transportation, pedestrian fatalities in the City increased dramatically from 12 in 2017 to 27 in 2018, and six pedestrians died in traffic accidents in the City in the month of January 2019, including three killed at one time in

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a tragic incident in the central Honolulu neighborhood of Kaka'ako on January 28, 2019; and

- C. Adds a tenth WHEREAS clause to read as follows:

WHEREAS, just as it has made infrastructure improvements for motor vehicles, bicycles, and other vehicles and devices, the City needs to ensure that pedestrian infrastructure improvements, facilities, and safety measures are likewise prominently incorporated into Complete Streets and other transportation projects, especially given the introduction of mobility sharing alternatives already on the streets and sidewalks of Oahu; and

- D. Adds to the first BE IT RESOLVED clause a phrase urging the City Administration, through the Department of Transportation Services and the Honolulu Police Department, to "review existing policies, and provide recommendations of new policies, for enforcement and implementation of new mobility options."

- E. Adds a new third BE IT FURTHER RESOLVED clause to read as follows:

BE IT FURTHER RESOLVED by the Council of the City and County of Honolulu that the City Administration, through the Department of Transportation Services, is requested to review existing State and City laws and policies and 2 provide its analysis of how those laws and policies will frame the enforcement and implementation of a growing mobility marketplace; and

## CITY COUNCIL

CITY AND COUNTY OF HONOLULU  
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- F. Amends the last BE IT FURTHER RESOLVED clause to read as follows:

BE IT FURTHER RESOLVED that the City Administration report to the Council on the progress made in implementing the transportation safety education outreach program and media campaign, and on the City Administration's legal and policy review and recommendations, no later than six months after the date of adoption of this resolution; and

- G. Makes miscellaneous technical and nonsubstantive amendments.

Your Committee on Transportation is in accord with the intent and purpose of Resolution 18-152, CD1, as amended herein, and recommends its adoption in the form attached hereto as Resolution 18-152, CD1. (Ayes: Elefante, Formby, Manahan, Menor – 4; Noes: None; Excused: Anderson, Pine – 2.)

Respectfully submitted,

  
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Committee Chair

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**CITY COUNCIL**  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

ADOPTED ON APR 17 2019

COMMITTEE REPORT NO. 71



## RESOLUTION

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URGING THE CITY ADMINISTRATION, THROUGH THE DEPARTMENT OF TRANSPORTATION SERVICES AND THE HONOLULU POLICE DEPARTMENT, TO IMPLEMENT A TRANSPORTATION SAFETY EDUCATION OUTREACH PROGRAM AND MEDIA CAMPAIGN ADDRESSING ISSUES AND CONFLICTS AMONG MOTORISTS, BICYCLISTS, PEDESTRIANS, MOPED OPERATORS, AND USERS OF GROWING MOBILITY MARKETPLACE OPTIONS, SUCH AS SCOOTERS AND ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES, AND PROVIDE POLICY RECOMMENDATIONS.

WHEREAS, in 2009, the Hawaii State Legislature passed Act 54, which required the State of Hawaii ("State") Department of Transportation and the county transportation departments to adopt Complete Streets policies that reasonably accommodate convenient access and mobility for all users of public roadways, including but not limited to pedestrians, bicyclists, transit users, motorists, and persons of all ages and abilities; and

WHEREAS, on May 9, 2012, the City Council ("Council") adopted the Complete Streets ordinance (Ordinance 12-15), codified as Chapter 14, Article 33, Revised Ordinances of Honolulu 1990, which:

- States as a matter of broad public policy that the City is committed to encouraging the development of transportation facilities or projects that are planned, designed, operated, and maintained to provide safe mobility for users; and
- Ensures that street designs accommodate all users (pedestrians, bicyclists, motorists, transit riders, and other types of users) of the road, regardless of their age, ability, or preferred mode of transportation; and

WHEREAS, the objectives of the City's Complete Streets program include: 1) improving safety, 2) protecting and promoting accessibility and mobility for all users, 3) using national industry best practice guidelines to select complete streets design elements, 4) improving energy efficiency and mitigating vehicle emissions by providing non-motorized transportation options, and 5) encouraging opportunities for physical activity through bicycling and pedestrian modes of transportation; and

WHEREAS, growing technological advances have furthered a growing mobility marketplace that has seen the swift rise and popularity of ride-sharing companies, micro transit companies, bike-sharing startups, and dockless shared-use bikes and scooters,



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which all offer innovative transportation alternatives to owning and driving an automobile; and

WHEREAS, U.S. cities with rail and similar transit modes have found great public popularity in offering so-called "first- and last-mile" commuter options like these, which get transit riders between home or work and transit stations, especially in urban and underserved areas, and moreover, can provide a convenient, affordable, and environmentally-friendly way to commute and travel; and

WHEREAS, in spite of this popular embrace, cities have faced challenges in managing and regulating a multimodal system, especially regarding conflicts in the use of roadways, sidewalks, bikeways, and other transportation facilities that often result in safety issues, as well as confusion over laws and regulations pertaining to the various types of transportation users on public roadways, sidewalks, and other facilities; and

WHEREAS, the City and County of Honolulu must address the inevitable tension that results because of the need to ensure public safety in a transportation environment that continues to evolve and grow because of emerging mobility alternatives; and

WHEREAS, the public has voiced safety concerns over conflicts, issues, and regulatory confusion regarding the priorities among various uses and users of transportation facilities including, but not limited to, the following questions:

- Do State and City laws allow mopeds, motor scooters, or skateboarders to use bikeways, including protected bike lanes?
- Are electric scooters and electric personal assistive mobility devices (such as Segways®) allowed on sidewalks or do they belong on bikeways?
- Where there are no bikeways, should bicyclists ride on the roadway or the shoulder of the road? Are bicyclists allowed to ride in-between motor vehicles stopped at an intersection?
- Where and when can bicycles be ridden on the sidewalk? May they be ridden in a crosswalk, or must they be walked?
- When a motorist is crossing a bikeway with a nearby crosswalk, who has the right of way—the pedestrian, the bicyclist, or the motorist?
- Since the City is removing crosswalk markings in many locations, especially midblock, can a pedestrian only cross a street at a marked crosswalk?; and



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WHEREAS, according to Hawaii State Department of Transportation, pedestrian fatalities in the City increased dramatically from 12 in 2017 to 27 in 2018, and six pedestrians died in traffic accidents in the City in the month of January 2019, including three killed at one time in a tragic incident in the central Honolulu neighborhood of Kakaako on January 28, 2019; and

WHEREAS, just as it has made infrastructure improvements for motor vehicles, bicycles, and other vehicles and devices, the City needs to ensure that pedestrian infrastructure improvements, facilities, and safety measures are likewise prominently incorporated into Complete Streets and other transportation projects, especially given the introduction of mobility sharing alternatives already on the streets and sidewalks of Oahu; and

WHEREAS, the Council finds that new transportation alternatives are not only here to stay, but will undoubtedly evolve and grow as innovation accelerates, resulting in the continual introduction of new mobility options and technologies and their attendant conflict issues, in the future; and

WHEREAS, the Council further finds that in the face of new and growing transportation alternatives, public safety must remain a priority that allows all users of transportation facilities to safely coexist, and furthermore, that public education plays a key role in clarifying laws and regulations for the public in order to ensure that public safety needs are met; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that the City Administration, through the Department of Transportation Services and the Honolulu Police Department, is urged to: (1) implement a transportation safety education outreach program and media campaign addressing issues and conflicts among motorists, bicyclists, pedestrians, moped operators, and users of growing mobility marketplace options such as scooters and electric personal assistive mobility devices and (2) review existing policies, and provide recommendations of new policies, for enforcement and implementation of new mobility options; and

BE IT FURTHER RESOLVED that the City Administration is requested to make full use of various outreach efforts including, but not limited to, the use of promotional materials such as brochures and website information, media campaigns that include television and radio public service announcements, and community and school events highlighting safe transportation practices and adherence to traffic laws; and

BE IT FURTHER RESOLVED by the Council of the City and County of Honolulu that the City Administration, through the Department of Transportation Services, is



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requested to review existing State and City policies and provide its analysis of how those policies will frame the enforcement and implementation of a growing mobility marketplace; and

BE IT FURTHER RESOLVED that the City Administration report to the Council on the progress made in implementing the transportation safety education outreach program and media campaign, and on the City Administration's legal and policy review and recommendations, no later than six months after the date of adoption of this resolution; and

BE IT FINALLY RESOLVED that copies of this resolution be transmitted to the Mayor, Managing Director, the Director of Transportation Services, and the Chief of Police of the City and County of Honolulu.

INTRODUCED BY:

Ann Kobayashi

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DATE OF INTRODUCTION:

July 17, 2018  
Honolulu, Hawaii

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Councilmembers